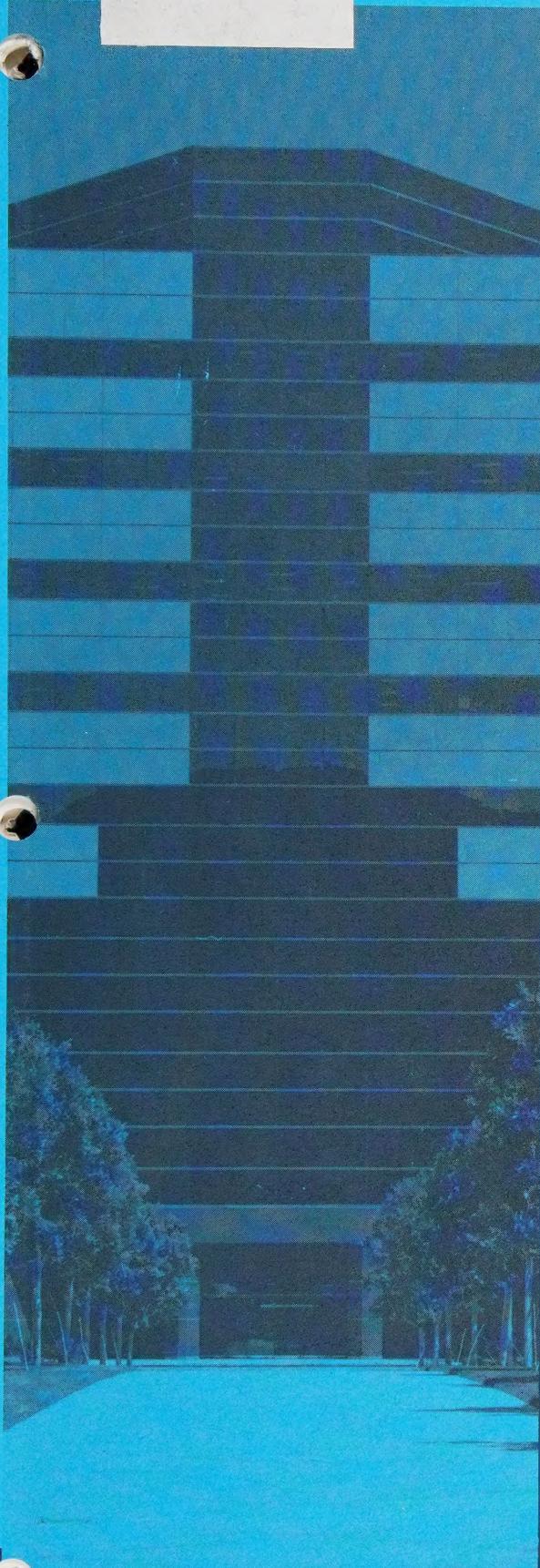


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# HARBOR GATEWAY **District Plan**



1385

A Part of the General Plan of the City of Los Angeles

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**GENERAL PLAN/  
ZONING CONSISTENCY PROGRAM (AB 283)**

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# Los Angeles City Planning Department

Room 561 City Hall



December 7, 1989

TO: All Staff and Interested Parties  
FROM: *RQJ* Robert Q. Jenkins, Deputy Director  
SUBJECT: PLAN AMENDMENT UPDATES

Attached, are copies of the recent HARBOR GATEWAY (Community) (District) Plan updates published by the Department of City Planning. Please replace the designated log sheet and map(s) with the corresponding sheet(s) in your booklet. Periodic updates will be sent to you as the plan is amended.

RQJ:ls

Attachments (8)

Amendment Date Log

Harbor Gateway Generalized Land Use

Harbor Gateway Generalized Circulation

Map No. 045 P 193

Map No. 057 P 189

Map No. 057 P 197

Map No. 075 P 197

Map No. 081 P 197



### **PLAN AMENDMENTS DATE LOG\***

# Harbor Gateway District Plan



Adopted by City Council  
C.F. 76-2056  
Feb. 15, 1979

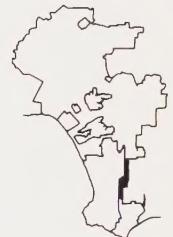
## Subsequent Amendments Adopted by City Council

\*For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.





# Harbor Gateway District Plan



## TABLE OF CONTENTS

### Plan Amendments Date Log

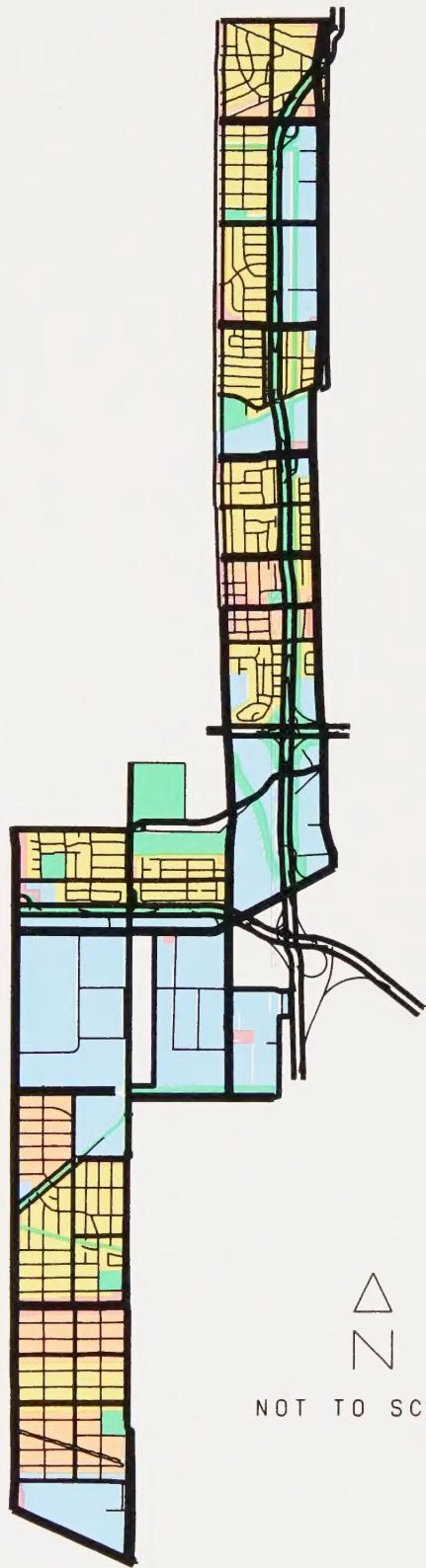
#### A. Community Plan

1. Generalized Land Use Map
2. Generalized Circulation Map
3. Text\*
4. Plan Maps

#### B. Future Expansion

\*This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadsides subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

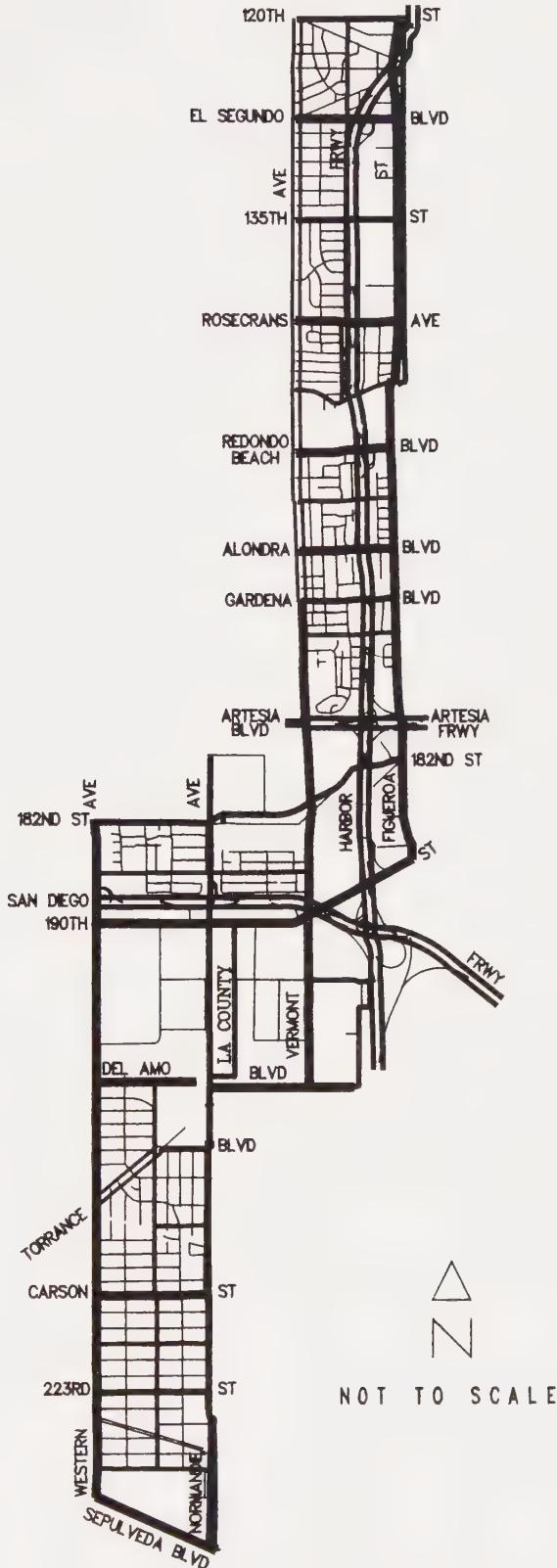




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HARBOR GATEWAY GENERALIZED LAND USE





HARBOR GATEWAY GENERALIZED CIRCULATION



## **Harbor Gateway District Plan**

The Harbor Gateway District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map entitled "Harbor Gateway District Plan Map".

## **Purposes**

### **USE OF THE PLAN**

The purpose of the Harbor Gateway District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; promote efforts which will prevent or eliminate damage to the environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided that the total area of each type of land use, land use intensities, and physical relationships among the various land uses are not altered. Development which is not consistent with the intent and purposes of the Plan should not be allowed.

The Plan is not an official zone map, and does not imply any implicit right to a particular zone nor to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years in the future, it designates more land in some areas for land uses than may be needed for many years.

This Plan is subject to review and amendment, within five years, to reflect changes in circumstances.

### **OBJECTIVES OF THE PLAN**

1. To coordinate the development of the Harbor Gateway District with that of other parts of the City of Los Angeles and with the adjacent portions of the metropolitan area.
2. To designate land at appropriate locations for the various types and levels of uses which will be required to accommodate population and activities projected to the year 1990.
3. To protect the natural environment of the District and to reduce pollutants.
4. To improve the aesthetic environment of the District through the development and application of appropriate design criteria.
5. To strengthen the identity of the District.
6. To provide the housing required to satisfy the varying needs and desires of persons of all social and economic groups, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the residential character of the District.
7. To promote economic well-being and public convenience through:
  - a. Designating land for commercial purposes in quantities and patterns based on accepted planning standards and principles.
  - b. Designating land for industrial development without detriment to adjacent uses, and restricting the types and intensities of industrial uses as necessary.
8. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.
9. To provide a circulation system coordinated with land use and adequate to accommodate necessary traffic movements, including the expansion and improvement of the public transportation system.

## **Policies**

The Harbor Gateway District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote growth. It anticipates the likelihood that growth and change will occur, and suggests policies and programs to minimize any adverse effects of such growth and change.

The Los Angeles City General Plan encourages the preservation of open space and low-density, single-family residential areas, and the development of Centers containing intensive commercial and residential development linked by the highway and freeway systems and a rapid transit network. The Harbor Gateway District is proposed to remain an area of Low to Medium density residential development, with a substantial amount of industrial development. No highly developed Centers are proposed.

The District Plan proposes that the City of Los Angeles annex two unincorporated County areas: "Shell Island," generally bounded by 190th Street, Vermont Avenue, 203rd Street and Normandie Avenue; and portions of "Harbor City", an area bounded by 190th Street, the Harbor Freeway, and the City boundary to the south and west.

## LAND USE

### Housing

#### Standards and Criteria:

Properties in residential zones permitting densities in excess of those designated on the Plan shall be considered for reclassification to zones corresponding to the designated densities.

The residential densities proposed by the Plan are predicated upon the full development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change, unless it is determined that the Local Streets and Major and Secondary Highways serving the general area of the property involved are adequate to serve the traffic generated.

Due to the possibility of serious long-range dangers from air pollution, no change in zone which would permit increased population should be permitted until air quality meets Federal clean air standards.

Apartments should be soundproofed and be provided with adequate open space and usable recreational areas.

Single-and multiple-family housing should be made available to all persons regardless of social, economic, and ethnic status.

Additional low-and moderate-income housing is needed.

#### Features:

The Plan provides a residential capacity for approximately 39,300 persons, which is adequate for the projected 1990 population of 37,000. Of this total, approximately 17,740 persons would be accommodated on 975 acres (29% of total area) designated for single-family housing, and 21,560 persons would live in multiple-family housing occupying approximately 408 acres (12% of total area). Proposed residential use categories and their capacities are:

Residential Density	D.U.'s Per Gross Acre	Persons Per Gross Acre	Gross* Acres	Percent of Residential Land	Population Capacity	Percent of Population Capacity
Low	3+ to 7	12+ to 20	999.9	70.4	18,158	44.3
Low Med I	7+ to 12	20+ to 30	77.2	5.4	2,527	6.2
Low-Med II	12+ to 24	30+ to 70	233.2	16.4	12,347	30.1
Medium	24+ to 40	50+ to 100	110.8	7.8	7,951	19.4
TOTALS			1,421.2	100.0%	40,982	100.0%

\*Gross acreage includes streets

The Plan proposes that the predominant low density residential character of the Harbor Gateway District be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of use.

Deteriorating single-family dwellings in these neighborhoods be protected and/or rebuilt for the same use.

Low-Medium Density housing is proposed adjacent to some commercial areas, and along some Major and Secondary Highways. Appropriately located older single-family areas are designated for Low-Medium Density in order to provide many of the amenities of single-family living.

## Commerce

#### Standards and Criteria:

The commercial lands designated by this Plan are adequate in quantity to serve the projected population to the year 1990, as computed by the following standards:

1. 0.6 acres per 1,000 residents for neighborhood or convenience type commercial uses;
2. 0.2 acres per 1,000 residents for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area in neighborhood shopping areas, as designated on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for highway-oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer and/or landscaped setback sufficient to screen the commercial operation from view.

The full commercial intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. In no case shall any intensity increase be effected by zone change, unless it is determined that the Local Street and Major and Secondary Highways serving and in the general area of the property involved are adequate to serve the traffic generated.

#### Features:

The Plan proposes that most commercially zoned land be retained for commercial purposes.

The Plan provides approximately 176 acres (15% of total area) for commercial and related parking uses. This acreage is below that which would be required to satisfy the above standards. However, established commercial facilities in adjacent areas provide adequate additional service to residents of this District.

These include the facilities at Redondo Beach Boulevard, west of Vermont Avenue; Carson Boulevard, east of Normandie Avenue; Sepulveda Boulevard and Vermont Avenue; and 182nd Street, west of Western Avenue. In addition, the regional shopping center at Del Amo and Avalon Boulevards serves the District.

Commercial areas in the District along Gardena Boulevard between Vermont and Hoover Avenues and along Carson Boulevard between Western and Normandie Avenues are proposed to be further developed for neighborhood shopping to provide daily convenience services to people living nearby.

## **INDUSTRY**

### **Standards and Criteria:**

Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts in accordance with the general principle that jobs should be available within a reasonable commuting distance from employees' homes.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each employee on the main shift. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback sufficient to screen the industrial operation from view.

Oil wells should be landscaped and maintained in an attractive condition, especially where adjacent to residential uses.

Wherever possible, industrial uses should be concentrated in industrial parks.

### **Features:**

The Plan designates approximately 1, 241 acres, or 37% of the District, in five major industrial areas. To preserve this valuable land resource and to protect adjacent residential areas, the Plan proposes classifying all designated Limited and Light Industrial land to the restricted industrial zoning categories (MR Zones).

## **CIRCULATION**

### **Highways, Freeways and Local Streets**

#### **Standards and Criteria:**

Highways, freeways and streets shown on this Plan shall be developed in accordance with the Standards and Criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give streets identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping and/or other appropriate features. Streets, highways and freeways, when developed, should be designed and improved so as to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in zoning density or intensity shall be effected unless it is determined that the Local Streets and the Major and Secondary Highways serving the

general area of the property involved, are adequate to serve traffic needs. Adequate improvement of abutting highways and streets shall be required in connection with the approval of any such zoning intensification.

### **Features:**

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are also shown to assist traffic flow toward Major and Secondary Highways.

### **Public Transportation**

Improved bus service should be provided to more directly connect the various commercial, residential and industrial areas of this and adjacent communities.

### **Bikeways**

Bikeways are proposed along power line rights-of-way, flood control channels and vacated railroad properties.

### **Railroads**

Railroads rights-of-way through the District should be landscaped and attractively maintained.

## **SERVICE SYSTEMS**

### **Standards and Criteria:**

The Public facilities shown on this Plan shall be developed in accordance with citywide standards for site area, design, and location, as provided by the various Service System Elements of the General Plan. Such development shall be sequenced and timed so as to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential densities and commercial and industrial intensities proposed by the Plan are predicated upon the provision of adequate public service facilities. No increase in zoning density and/or intensity shall be effected unless it is determined that such facilities are adequate to serve the proposed development. The General Plan designates two standard types of local parks:

a. Neighborhood Park: Minimum land area - 1 acre per 1,000 residents; minimum site size - 5 acres; spacing - approximately one-mile intervals in residential neighborhoods.

These parks provide active recreational facilities for younger children and passive recreational facilities for others.

b. Community Park: Minimum land area - 1 acre per 1,000 residents; minimum site size- 15 acres; spacing - approximately three-mile intervals, serving several neighborhoods.

These parks are designed to serve active and passive recreational needs of persons of all ages.

In addition, "Mini-Parks" are designated for use principally by pre-school children. Mini-parks should have site sizes of 5,000 sq. ft. to one acre, and should be located where most needed.

At times, it may be necessary for portions of parks and recreation sites to be used for public rights-of-way and easements.

#### Features:

The Plan proposes two Neighborhood Parks and five mini-parks. Potential locations for mini-parks are in the areas bounded by: (a) 228th Street, Plaza Del Amo Boulevard, and Western and Normandie Avenues; (b) Carson Boulevard, 223rd Street, and Western and Normandie Avenues; (c) Gardena and Artesia Boulevards, Vermont Avenue and Figueroa Street; and (d) Gardena and Athens Boulevard, Vermont Avenue and Figueroa Street.

No Community Parks exist or are proposed in this District. Community Park facilities are provided in nearby communities.

Powerline rights-of-way are proposed to be used for supplemental recreational and open space purposes. It is also suggested that consideration be given to the creation of a mini-bike recreation area as an interim use on appropriately located vacant public and/or private property. Such areas should be subject to conditions adequate to protect adjacent residences from noise and other pollutants.

The Public Schools Element of the General Plan indicates that no new schools are to be built within the Harbor Gateway District; however, additional Elementary Schools and one Junior High School are proposed in the vicinity (outside of the City, but within the Los Angeles City School District) and will serve the Plan area. The Plan proposes the opening of school playgrounds to the public for recreational use after hours and on weekends. To facilitate after hours use, school grounds should be properly lighted and landscaped.

A Community Center (approximately 200-person capacity) is suggested for the District.

A new Community Library is proposed to serve the residents of the southern part of the District.

The Police Facilities Element of the General Plan indicates a new Police Station northeast of the District at 108th and Main Streets.

## Programs

The following programs establish a framework for guiding development of the Harbor Gateway District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

## I. PUBLIC IMPROVEMENTS

### A. Circulation

To facilitate circulation, relieve congestion and provide mobility for all citizens, the following are needed:

1. Accelerated development of the highway and street system in conformance with the Highways and Freeways Element of the General Plan.
2. Continued planning of and improvements to the public transportation system for the District; and continued efforts to unify bus service between the SCRTD and all bus lines serving the District.
3. A public information campaign to inform citizens of existing bus service.
4. Investigation of the feasibility of metering traffic on the Harbor Freeway.
5. City initiation of the development of proposed Bikeways along power line rights-of-way, flood control channels and abandoned railroad property. Landscaping of street medians is also proposed, where feasible.

### B. Recreation and Parks

The City should accelerate acquisition, expansion and improvement of designated neighborhood parks and mini-parks throughout the District.

The City should encourage continuing efforts by County, State and Federal agencies to acquire lands for open space.

### C. Other Public Facilities

The development of other public facilities such as libraries should be sequenced and timed to provide a balance between land use and public services.

Where feasible new power lines should be placed underground, and the program for the undergrounding of existing lines should be expanded.

Child-care and nursery school services should be encouraged in conjunction with elementary schools.

Improved police and fire services and street lighting projects should be provided throughout the District.

### D. Housing

Citywide housing programs are proposed in the Housing Element of the General Plan.

The quality of housing in the District, especially in the southern portion, is in need of selected improvement. To maintain existing housing and upgrade deteriorating homes, the following actions should be taken by responsible agencies:

1. Provision of low-interest loans or grants for home improvements.
2. Federal rehabilitation programs such as mortgage insurance and interest subsidies.

## **II. PRIVATE PARTICIPATION**

Citizen groups are encouraged to undertake private actions for District improvement, such as:

- A. Initiating programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs within publicly owned parkways and other appropriate areas.
- C. Sponsoring clean-up and beautification programs.
- D. Utilizing federal rehabilitation programs to maintain and improve housing.
- E. Developing and maintaining mini-parks on public property, and on vacant private lands with permission of the owner as an interim use.

## **III. PLANNING LEGISLATION**

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies or amendments are suggested to aid in implementation of the Plan.

- A. Buffer Strip Zoning:** Separation of incompatible uses (particularly residential uses from industrial uses and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other purposes.
- B. Discharges of Industrial Wastes:** Modifications in the Municipal Code and other statutes to better control and reduce discharges of industrial waste into the City's drainage system.
- C. Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.
- D. Highway-Oriented Commercial Zoning:** Amendment of the Municipal Code to ensure off-street parking and/or drive-through capabilities for commercial activities on Major and Secondary Highways.
- E. Incentive Zoning:** Incentives for private developers to provide various desired types of development which would exceed minimum requirements.
- F. Motor Vehicle Noise Control:** Support by the City for State legislation providing stricter noise standards governing the operation of motor vehicles.
- G. Noise Ordinance:** Noise performance standards to be used in the consideration of all applications for zone changes and conditional use permits involving commercial or manufacturing facilities.
- H. Open Space Tax Relief:** Inclusion in the City's Annual Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands committed for conservation and open space uses.

**I. Property Improvement Tax Relief:** Support by the City for legislation which would provide incentives to property owners making improvements on their property.

**J. Railroad Beautification:** Support by the City for State legislation requiring railroads to maintain rights-of-way in good condition at all times and to landscape them through residential areas.

**K. Signs:** Strengthening of controls on billboards and other commercial signs.

**L. Design:** Improvement of site design standards for public and private facilities.

**M. Townhouse Zoning:** Attached single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed low-medium density residential areas.

**N. Oil Well Control:** An ordinance to redefine the boundaries of oil drilling districts within the District and to cause removal of wells within a reasonable time (CPC 20662, CF 133, 650).

## **IV. ZONING ACTIONS**

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. The City can initiate redesignation to zones appropriate to the Plan. (For example, the Harbor Gateway District has several areas where multiple-residential zoning has intruded into single-family areas).
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for zoning proposed by the Plan as a proven need arises. Such changes of zone should be phased so that the density of development will be kept in balance with street and service systems capacity.

## **V. FUTURE STUDY**

Undertake a cooperative program for boundary adjustments (annexations and/or detachments) with the County and neighboring jurisdictions to resolve problems caused by arbitrary or irregular boundaries.

Undertake studies to determine the feasibility of sharing certain municipal services with adjacent municipalities where distance or health and safety factors present a problem.





HARBOR GATEWAY INDEX MAP

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SOUTH CENTRAL  
LOS ANGELES  
DISTRICT



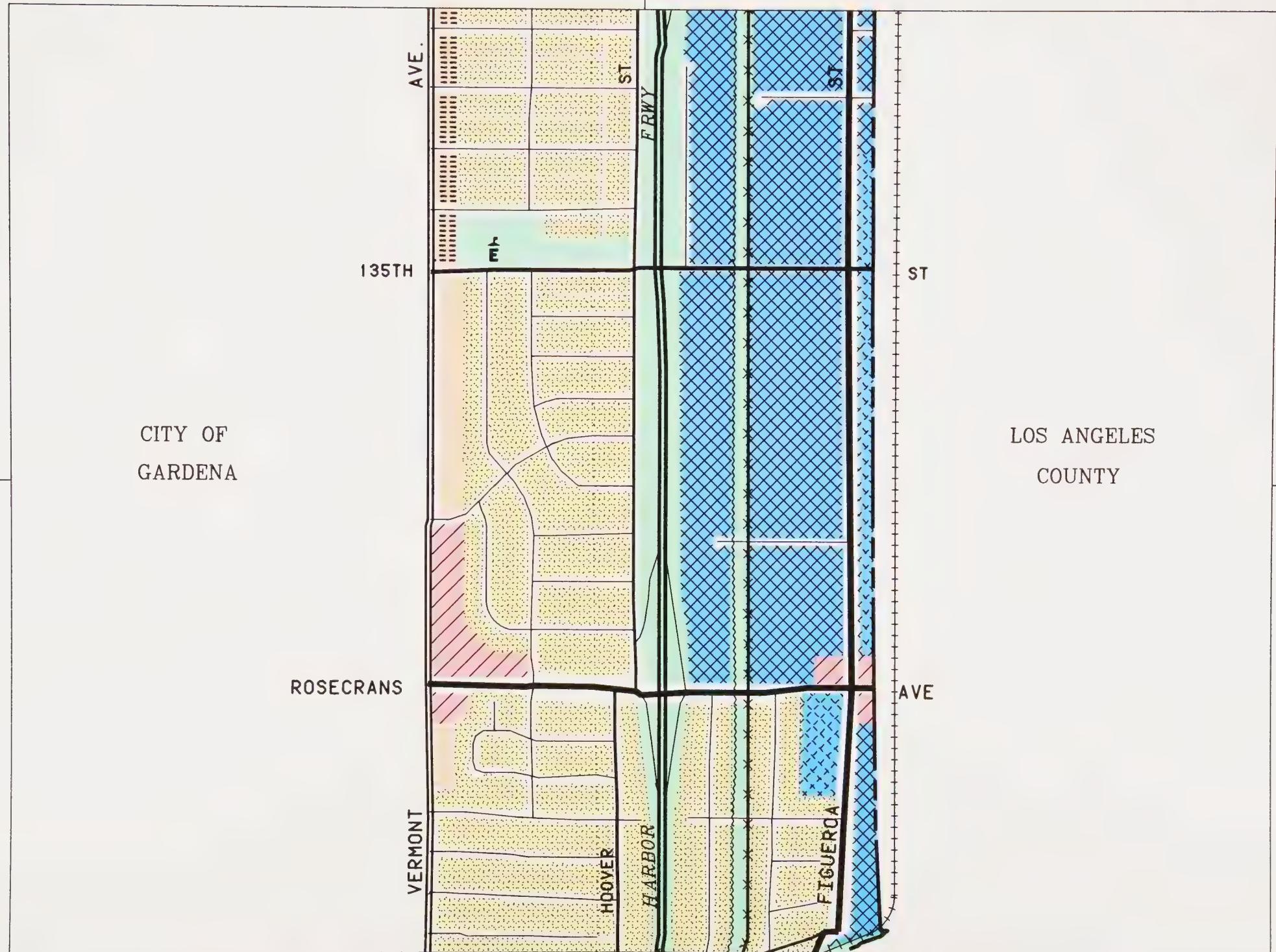


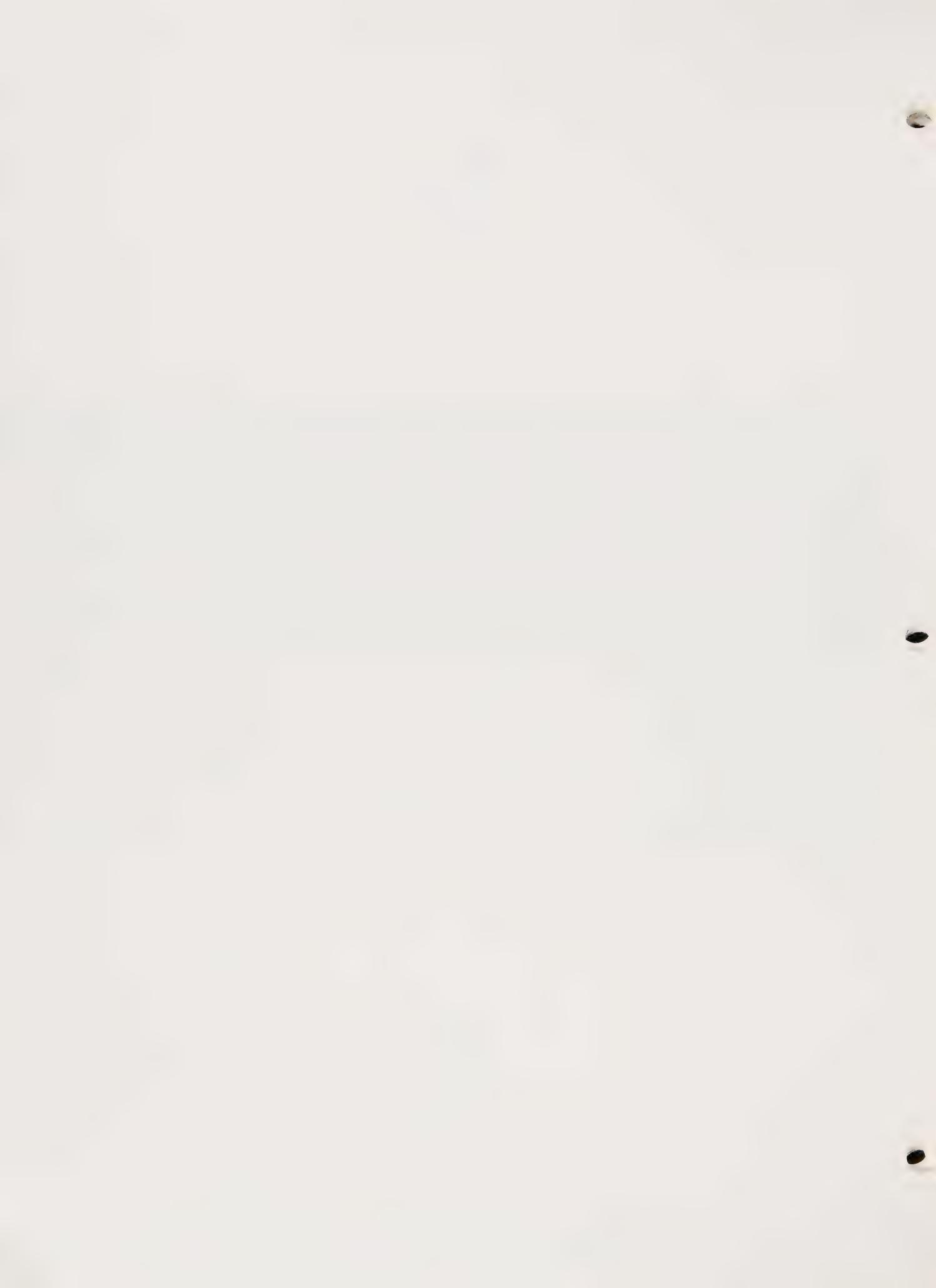
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SEE MAP 081P197

075P197

078-201





072-197

069P197

072-201

SEE MAP 075P197

AVE

157TH

VERMONT

REDONDO BEACH

CITY OF  
GARDENA

ALONDRA

GARDENA

149TH

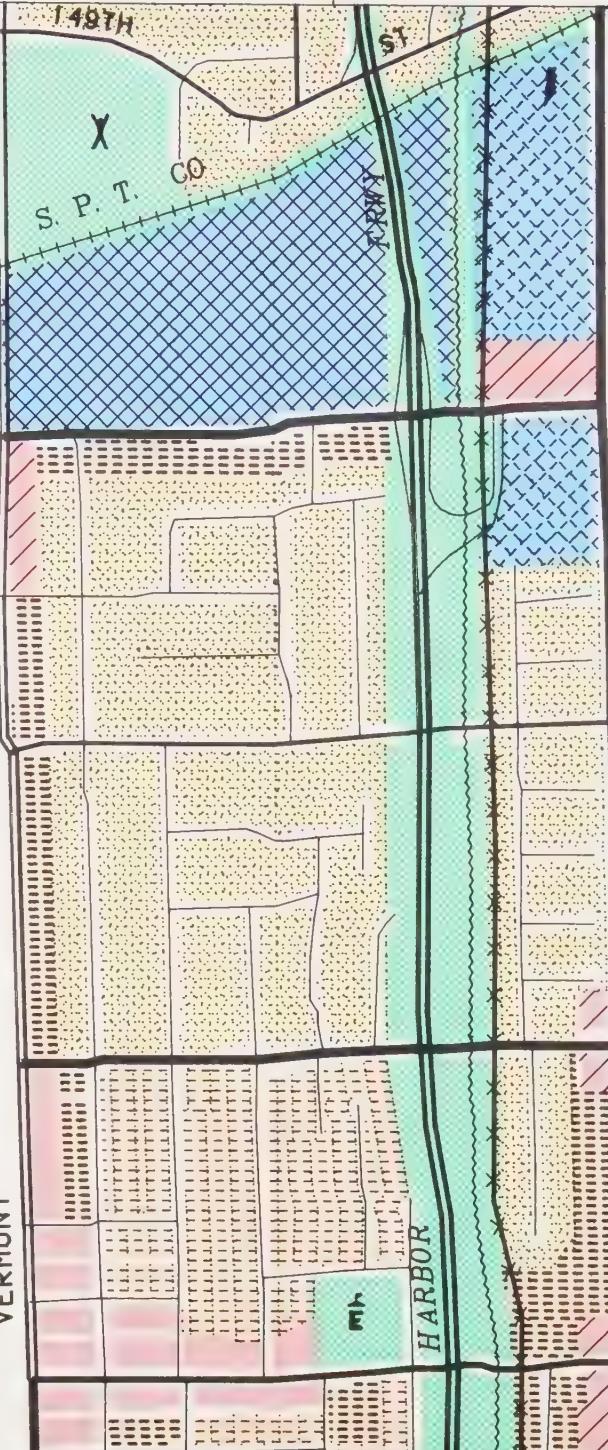
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SEE MAP 063P197

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069-201



ST.

BLVD

ST

BLVD

FIGUEROA

BLVD

LOS ANGELES  
COUNTY



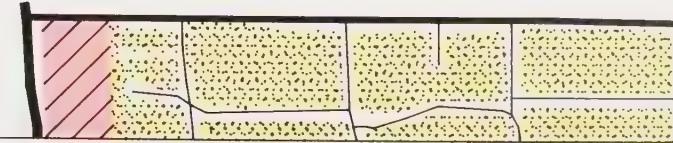
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CITY OF TORRANCE

182ND ST



063-189

SEE MAP 057P189

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SEE MAP 063P197



066-197

SEE MAP 69P197

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066-201

CITY OF  
GARDENA

SEE MAP 063P189

S. P. T. CO.

NORMANDIE AVE

ST

182ND

VERMONT

168TH

AVE.

ARTESIA

SEE MAP 057P197

HARBOR

FRWY

ST.

FRWY

LOS ANGELES  
COUNTY

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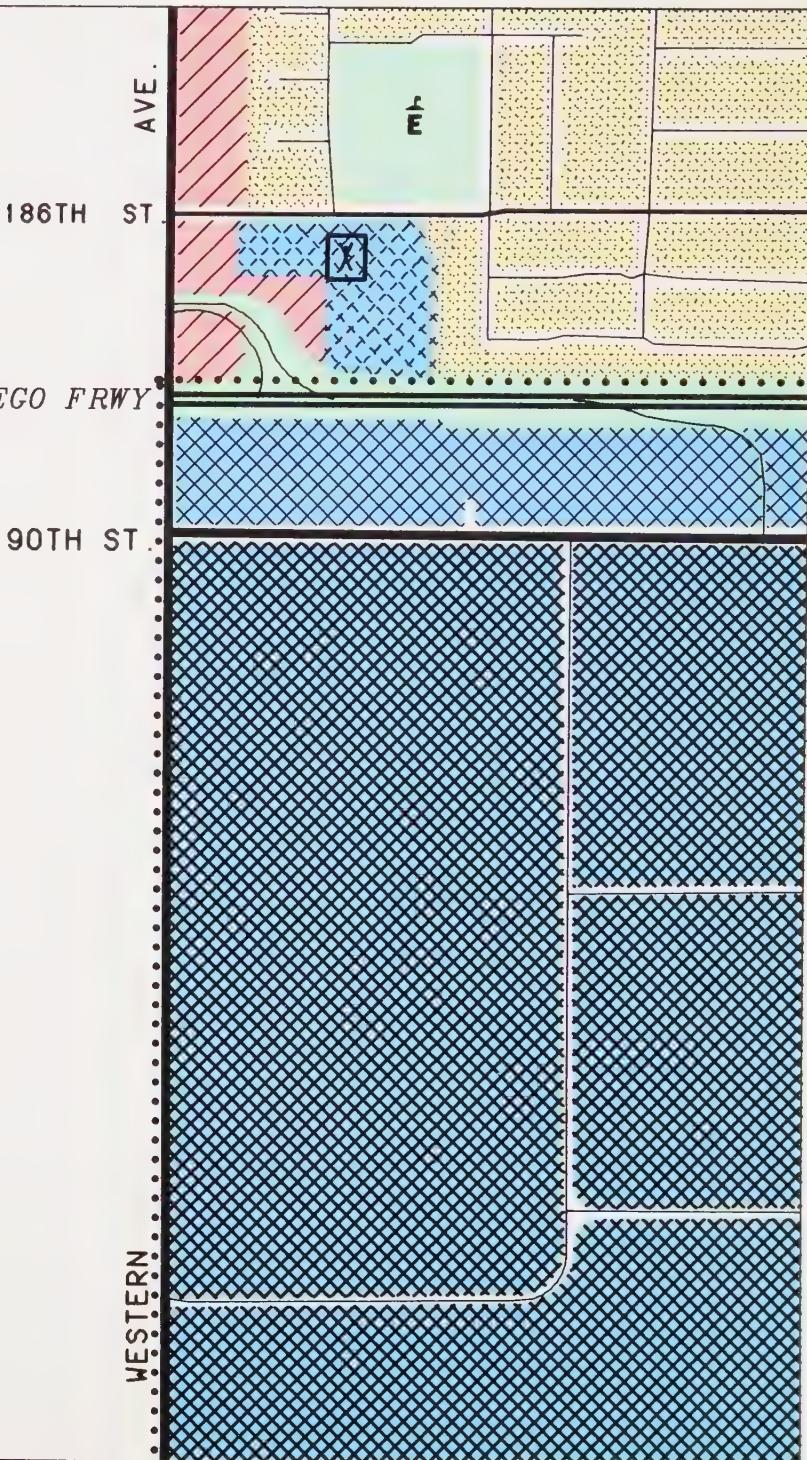
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CITY OF  
TORRANCE



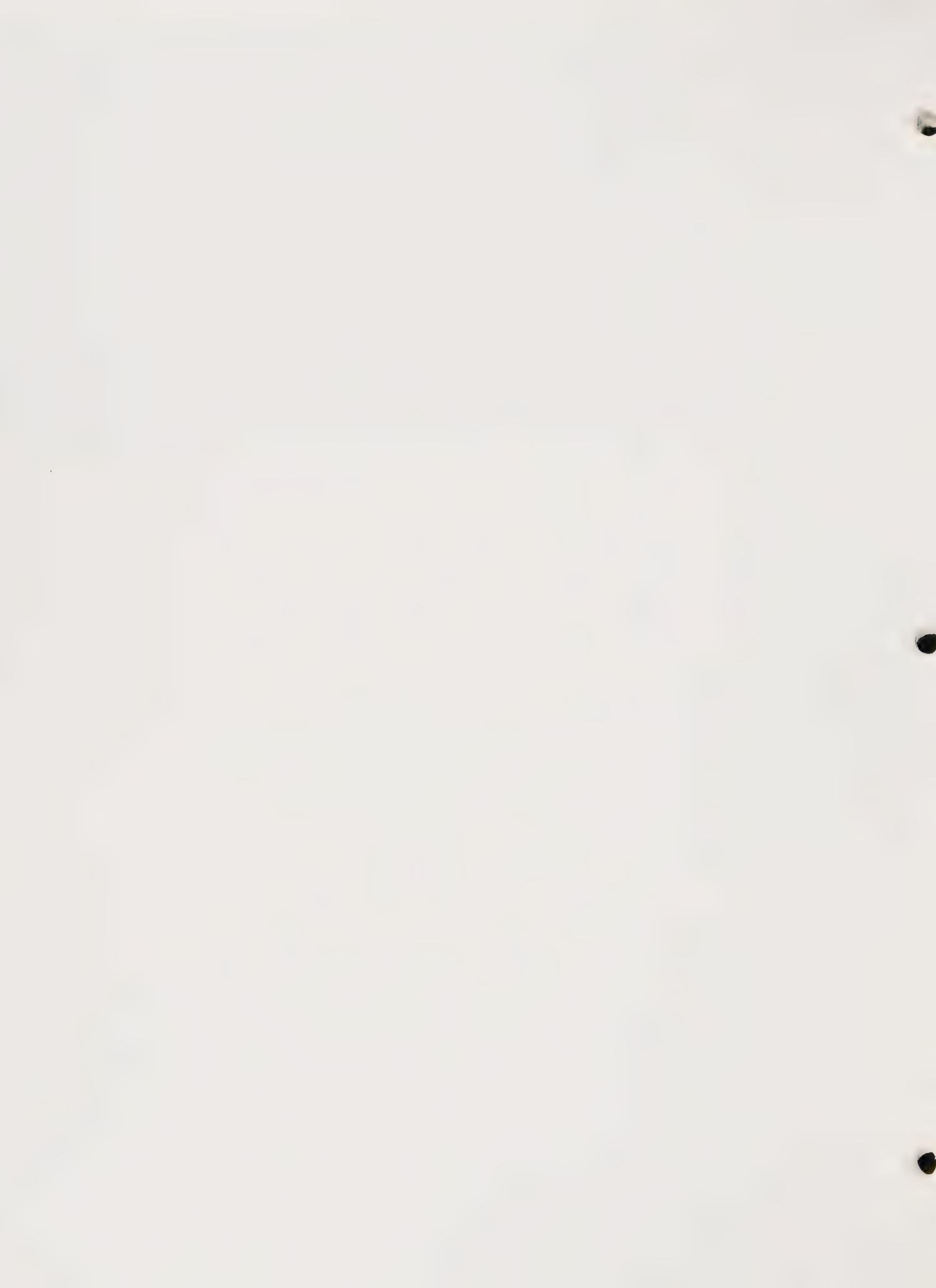
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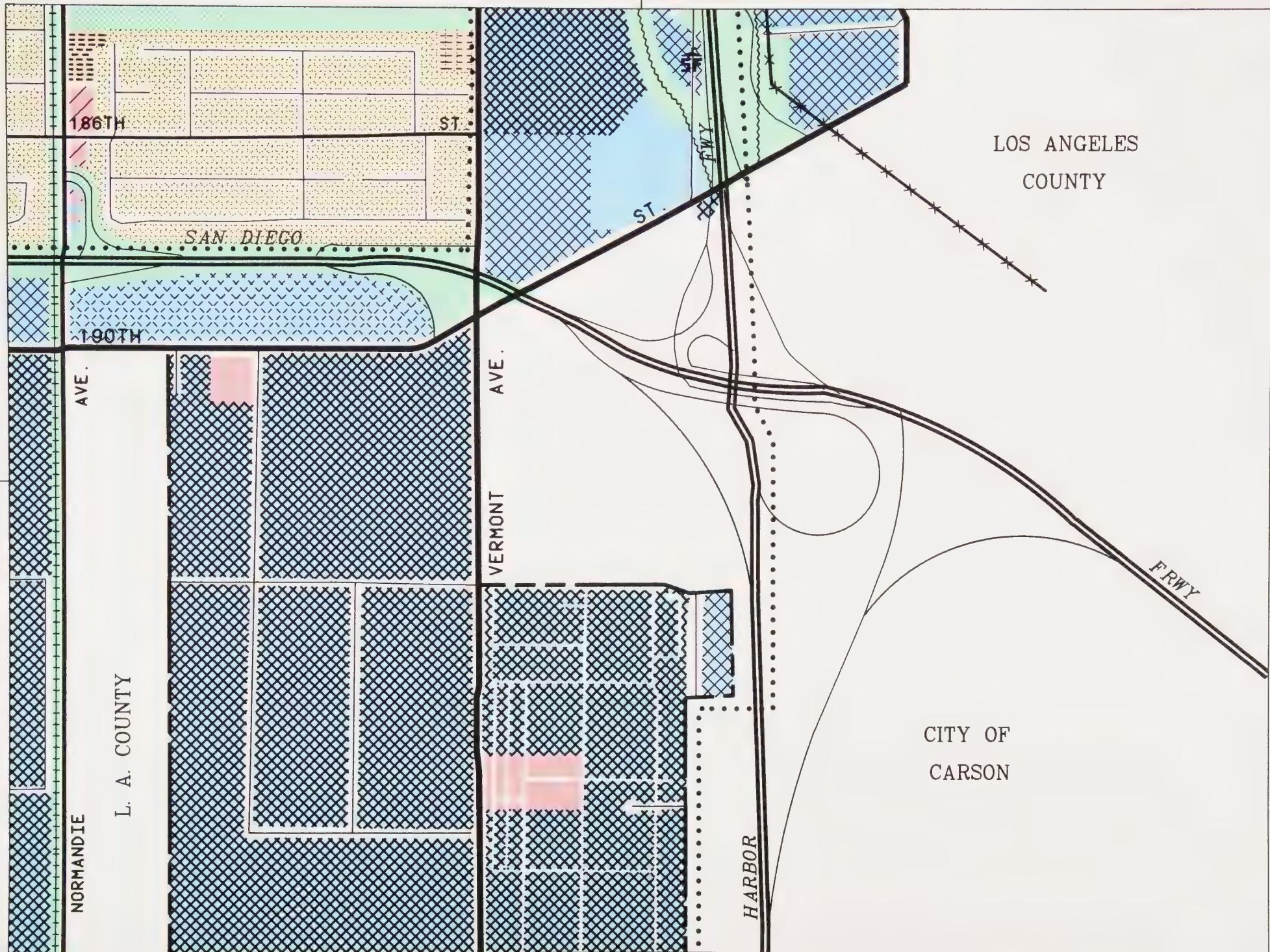


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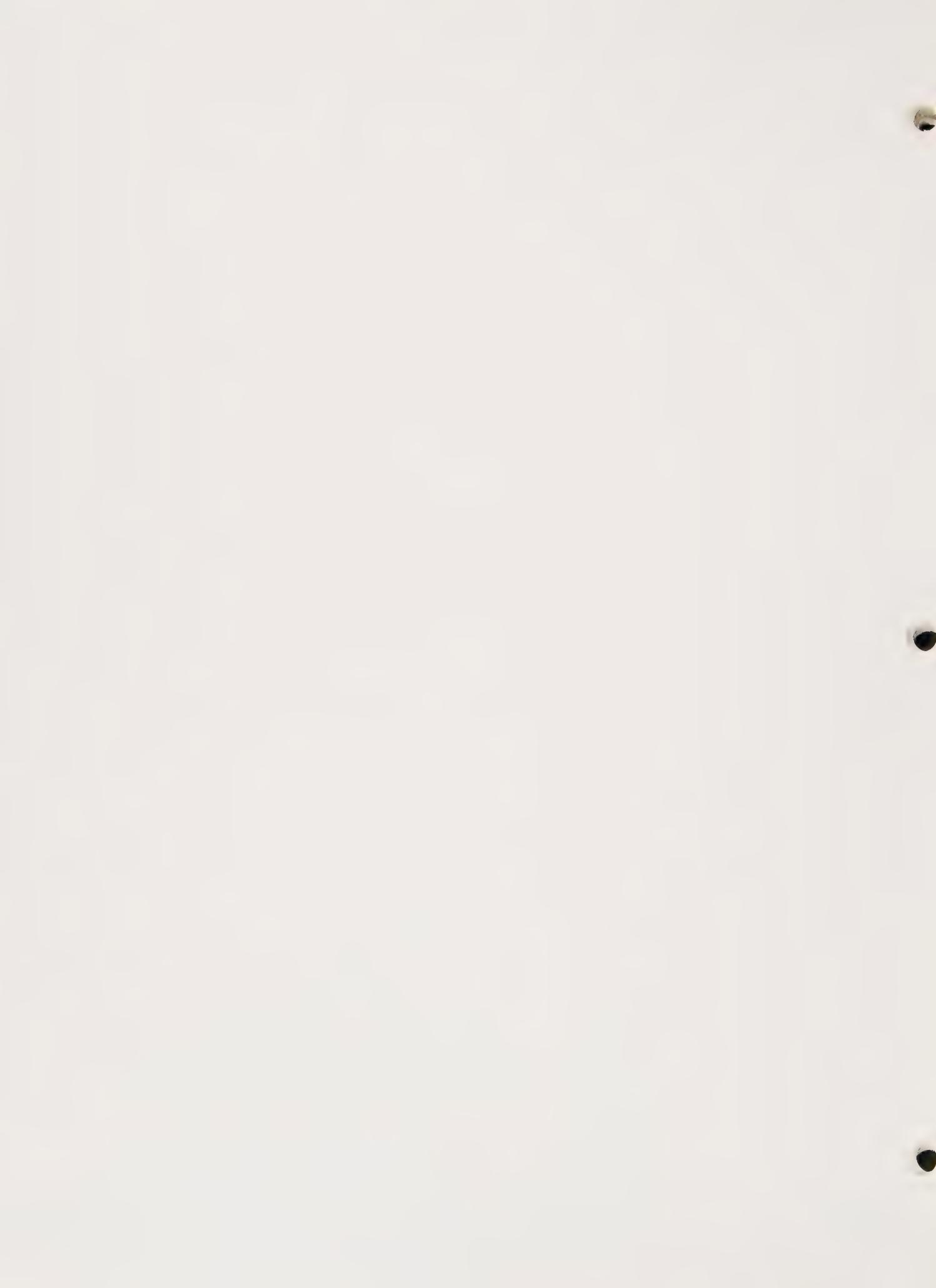
DEL AMO BLVD.

SEE MAP 051P193

CITY OF  
CARSON

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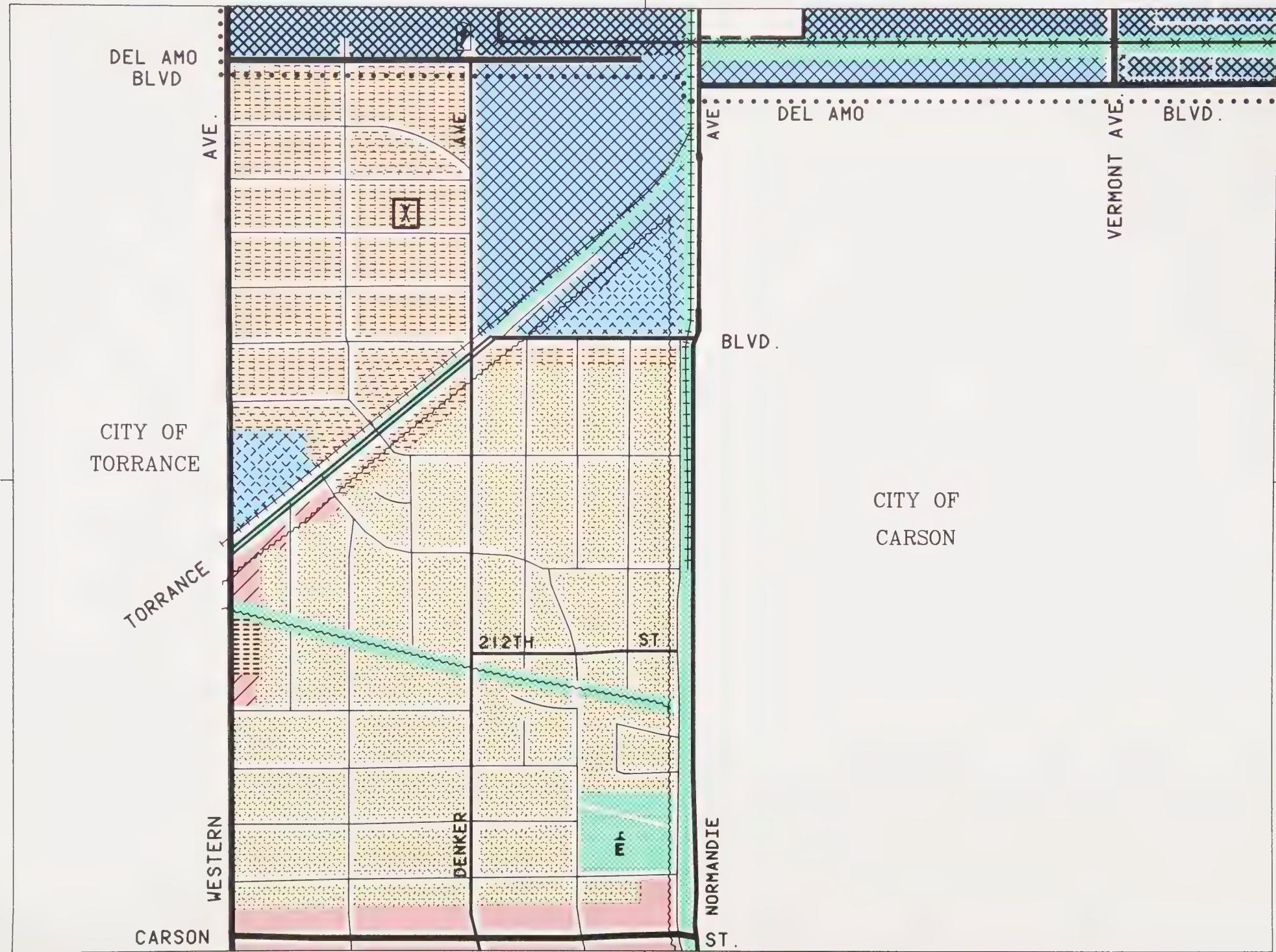


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SEE MAPS 57P189 AND 57P197

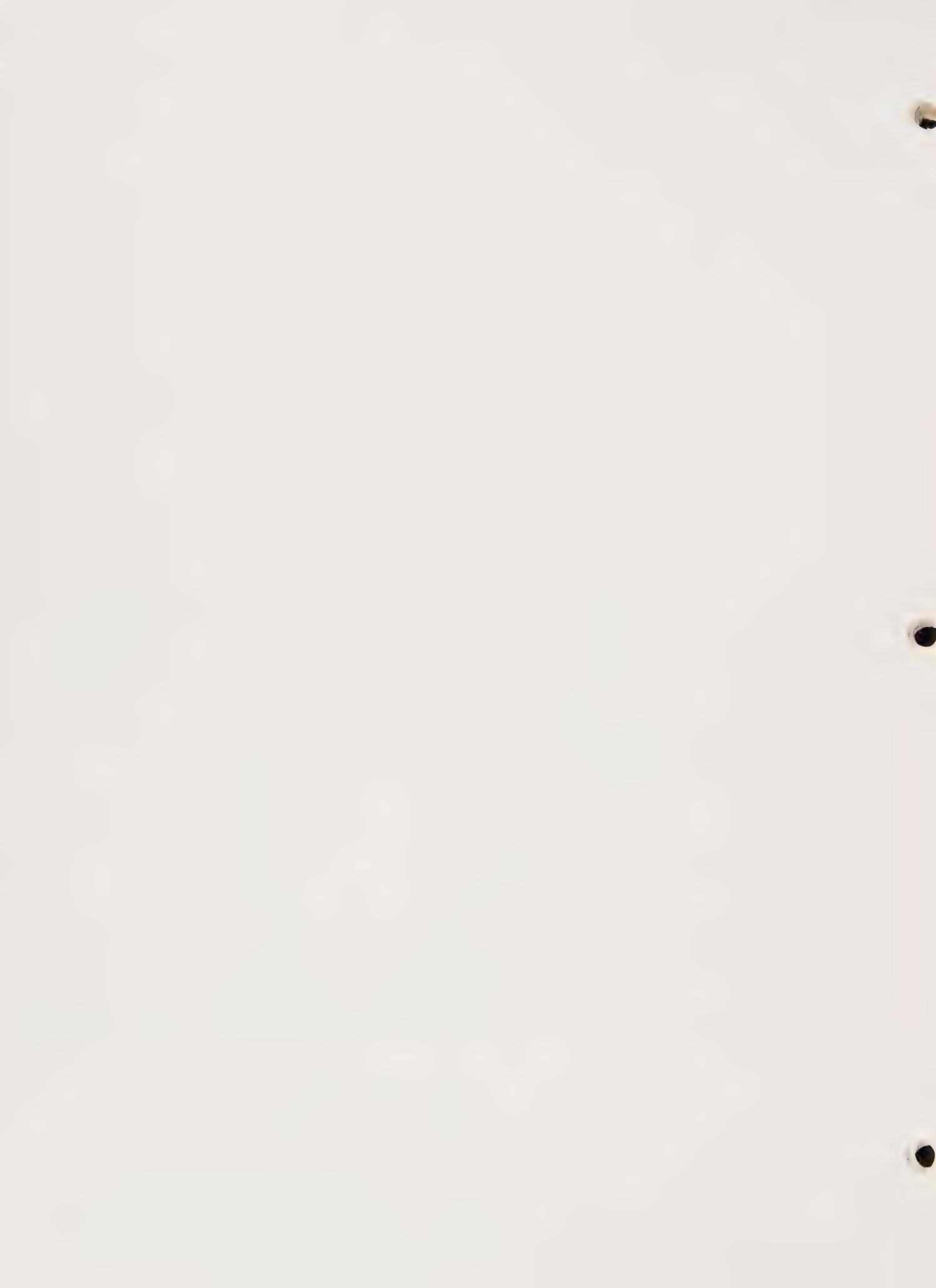


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SEE MAP 045P193

051-197

SEE MAP 051P201

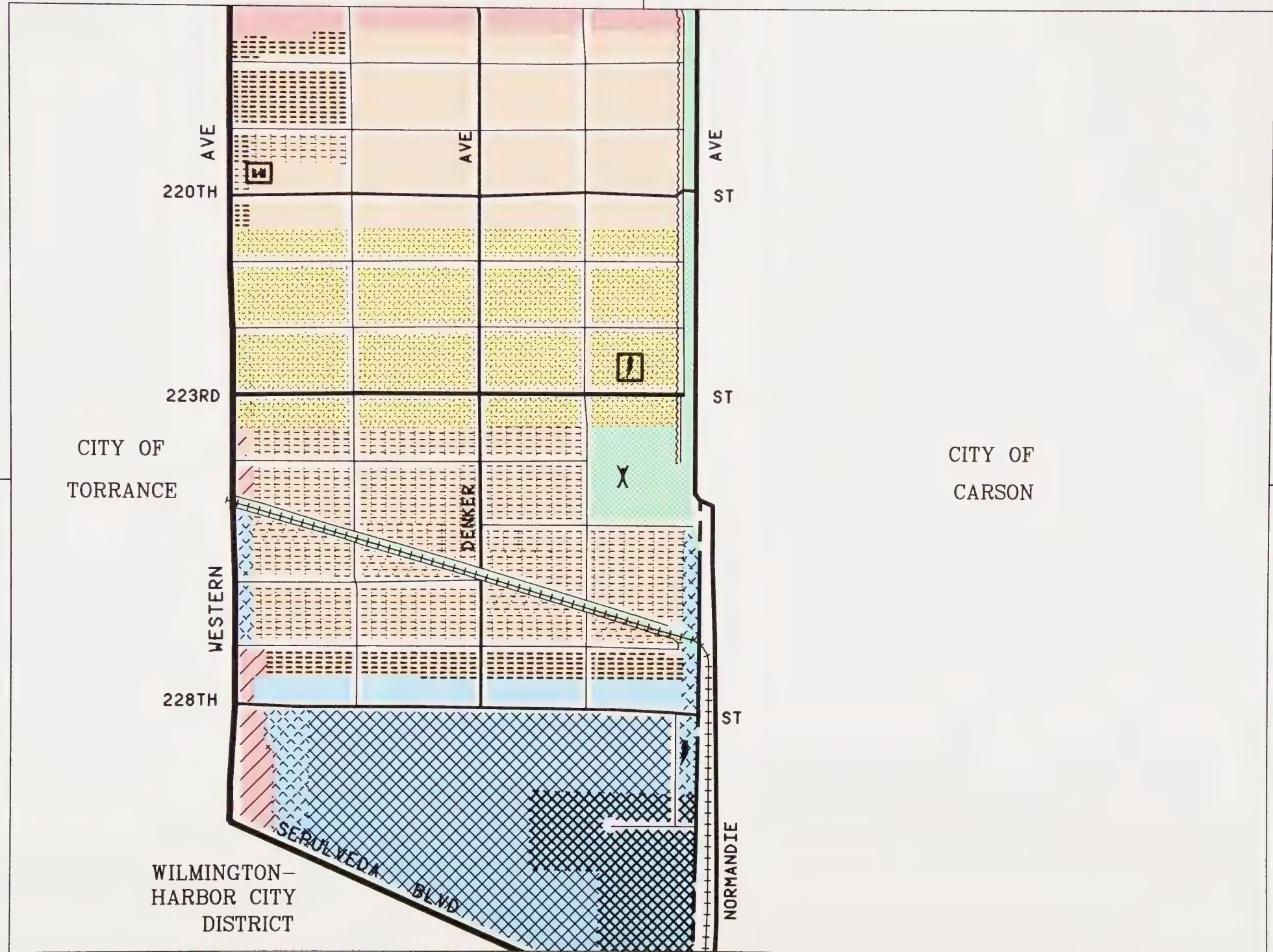


048-193

045P193

SEE MAP 051P193

048-197





042-193

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042-197

SEE MAP 045P193

SEPULVEDA  
BLVD.

NORMANDIE AVE.

WILMINGTON—  
HARBOR CITY  
DISTRICT

CITY OF  
CARSON



## HARBOR GATEWAY DISTRICT

### NOTES:

1. Height District No. 1
2. Boxed symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
3. RD6 Zone permits apartments and attached housing.
4. Gross acreage includes one half of abutting streets.
5. Industrial areas not within specific plan study area boundaries are intended to be limited to Height District IVL.
6. Local Streets and freeway interchanges are shown for reference only.
7. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision makers shall find that the proposed use is consistent with the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
8. Hotel development in M1 and M2 Zones may be permitted by conditional use permit in conformance with Section 12.24-B1 of the Los Angeles Municipal Code.

## LAND USE

### RESIDENTIAL

#### LOW DENSITY



LOW<sup>1</sup>

#### CORRESPONDING ZONES

RS,R1,RD6<sup>3</sup>,RE9

#### MULTIPLE FAMILY



LOW MEDIUM I<sup>1</sup>

#### CORRESPONDING ZONES

R2,RD5,RD4,RD3



LOW MEDIUM II<sup>1</sup>



MEDIUM<sup>1</sup>

RD2,RD1.5

R3

### COMMERCIAL



HIGHWAY<sup>1</sup>  
ORIENTED



NEIGHBORHOOD<sup>1</sup>  
& OFFICE

CR,C1,C2,P

#### INDUSTRIAL<sup>5,8</sup>



COMMERCIAL<sup>1</sup>  
MANUFACTURING

CM,P



LIMITED<sup>1</sup>

M1,MR1,P



LIGHT<sup>1</sup>

M2,MR2,P



HEAVY<sup>1</sup>

M3,P

### OPEN SPACE, PUBLIC/ QUASI-PUBLIC



OPEN SPACE<sup>7</sup>

#### SPECIAL BOUNDARY

\*\*\*\*\* SPECIFIC PLAN STUDY AREA

#### NOTES:

Proposed<sup>2</sup>

## CIRCULATION

- ===== Freeway
- ==== Adopted Freeway
- ===== Divided Major
- ===== Major Highway
- ===== Secondary Highway
- ===== Collector Street
- ===== Local Street<sup>6</sup>
- ===== Railroad
- ~~~~~ Bikeway

## SERVICE SYSTEMS

### SCHOOL SITES

- E Public Elementary School
- SH Public Senior High
- SF Special School Facility

### RECREATIONAL SITES

- X Neighborhood Park

### OTHER FACILITIES

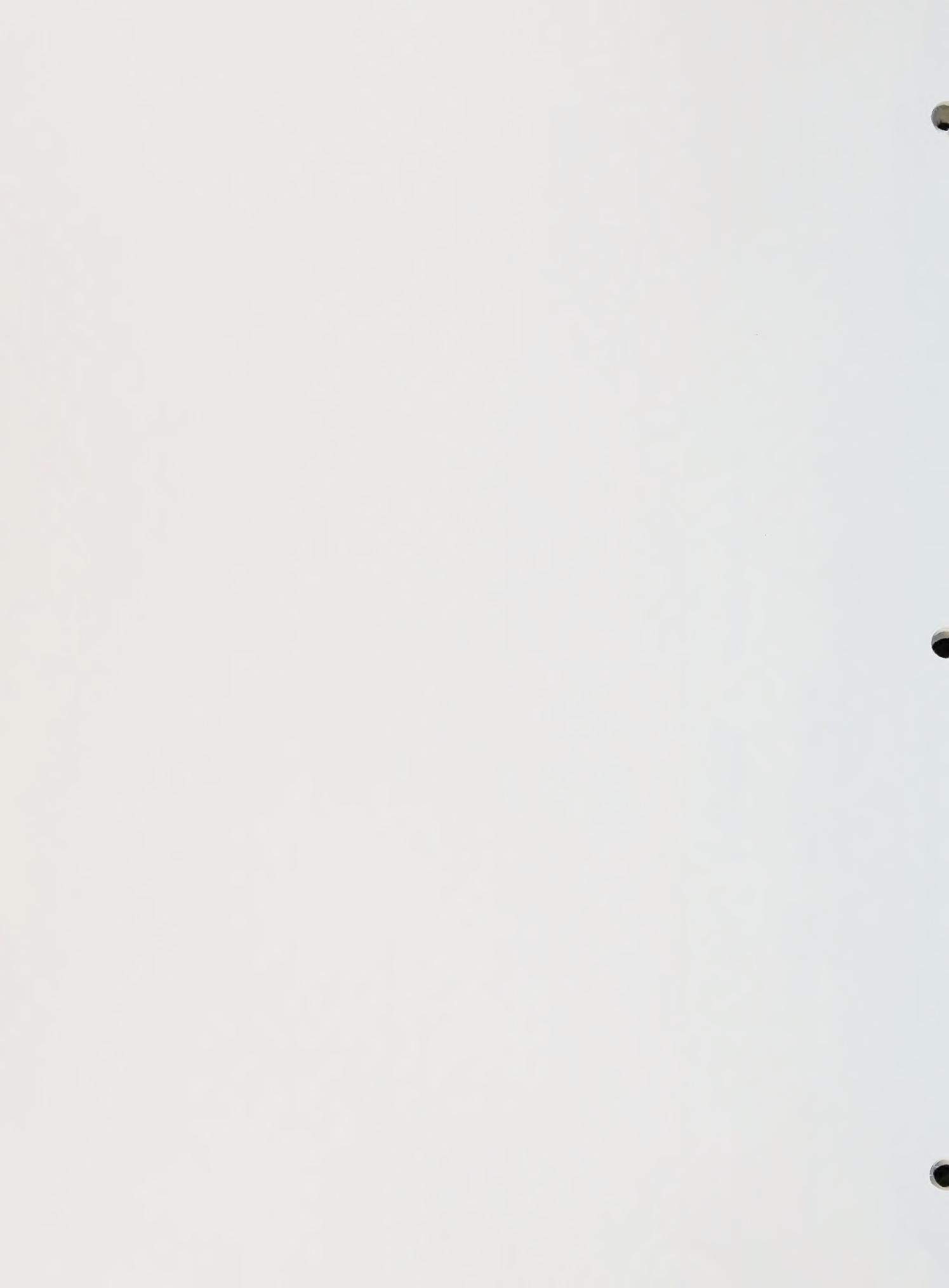
- F Fire Station
- L Community Library
- M Maintenance Yard
- P Power Distribution Station
- R Power Receiving Station
- W DWP Lines

SCALE: 1 in = 800 ft



## SUMMARY OF LAND USE

LAND USE	Density	Dwelling Units Per Gross Acre <sup>4</sup>	Corresponding Zones		
Residential	Low <sup>1</sup>	3+ to 7	RS, R1, RD6 <sup>3</sup> , RE9	Single Family Residential	
	Low Medium I <sup>1</sup>	7+ to 12	R2, RD5, RD4, RD3	Total Acres	999.9
	Low Medium II <sup>1</sup>	12+ to 24	RD2, RD1.5	% of Total Acres	30.5
				Dwelling Unit Capacity	5, 062
				Population Capacity	18, 158
	Medium <sup>1</sup>	24+ to 40	R3	Total Residential	
				Total Acres	1, 421.2
				% of Total Area	43.3
				Dwelling Unit Capacity	13, 611
				Population Capacity	40, 982
Commercial and Parking				Total Commercial Parking	
	Highway Oriented <sup>1</sup>		CR, C1, C2, P	Acres	84.4
				% of Total Area	2.6
				Acres	52
				% of Total Area	1.6
Industrial and Parking <sup>5, 8</sup>				Total Industrial Parking	
	Commercial Manufacturing <sup>1</sup>		CM, P	Acres	50.5
				% of Total Area	1.5
	Limited <sup>1</sup>		M1, MR1, P	Acres	136.3
				% of Total Area	4.2
	Light <sup>1</sup>		M2, MR2, P	Acres	490.8
				% of Total Area	14.9
	Heavy <sup>1</sup>		M3, P	Acres	592.6
				% of Total Area	18.0
Parking					
Open Space	Open Space <sup>7</sup>			Total Open Space	
				Acres	455.3
				% of Total Area	13.9
				<b>TOTAL ACRES</b>	3, 283







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